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CENTRAL INTELLIGENCE AGENCY

REPORT NO. 4

INFORMATION REPORT

CD NO. 100-100000

COUNTRY East Germany/Czechoslovakia 631207
SUBJECT Miscellaneous Railroad Information

DATE DISTR. 9 June 1954
NO. OF PAGES 1

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NO. OF ENCL. LISTED BELOW

**SUPPLEMENT TO
REPORT NO.**

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THIS IS UNEVALUATED INFORMATION

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1. Since 1 March 1954 the Berlin-Prague diesel train has been operated by the Czech State Railways. A new, ultra-modern unit, constructed in Budapest, has replaced the former Reichsbahn train. The new train carries only second class passengers, while the former carried both second and third. The schedule remains unchanged, but train personnel are now Czech throughout the full length of the run.
2. The line between Ruhland and Falkenberg, about 50 kilometers, is double-tracked. The rails being used, however, are old and of poor quality. In most cases each length has already been welded in three places. This project is listed as an urgent undertaking. The principal purpose is to provide more rail facilities for transport in connection with the petroleum plant at Falkenberg and for airports and military installations in the vicinity.
3. Between November 1953 and 15 March 1954 the number of Russian train brigades stationed at Frankfurt/Oder was reduced from 130 to 93. Some brigades will be stationed at Kuestrin-Kietz, where a new Reichsbahn maintenance shop is to be built. In order to ease the traffic pressure on Frankfurt/Oder, further rail yard expansion is planned for Kuestrin-Kietz and Neustadt.
4. For the expansion of Reichsbahn facilities at Strausberg, a sum of 56,000,000 DME has been approved. Of this amount 22,000,000 DME has already been allocated for work now in progress.
5. The job of track-walker has been abolished by the Reichsbahn. This work is now the responsibility of regular section crews who are required to make the daily inspection of track in addition to small maintenance jobs and weed and rubbish removal. The usual length of a section is six kilometers.

1. Comment: Possibly identical with the former Falkenberger Oelfabrik Hermann Arnold, at Falkenberg.

2. Comment: Probably a reference to the East German train crews who make the Frankfurt/Oder Brest run.

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